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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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COUNTRY Rumania

REPORT

SUBJECT

Rumanian Merchant Marine

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Nationality Paper

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- A. This document was 20x40 cm., with the text printed in blue ink on the parchment-like yellow paper. It consisted of two pages, with the second page

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text and written data all on the first page. At the top of the first page was printed the national standard. Under it were the words "REPULICA POPULARA ROMANA". Below this was the name of the document, "ACTUL DE NATIONALITATE". The second page was blank and used for entering transfers of ship's ownership. The document was signed on the left hand side by the President of the R.P.R., whose seal was also affixed to it. On the right hand side was the seal and signature of the Harbor Master, as the representative of the Rumanian State, since ships are state property. The document was filled in by the Harbor Master.

Ship's Log Book:

It was prepared for 90 days and had about 92-95 pages. It was stamped and sealed by the Harbor Master so that no paper could be taken out without breaking the seal. If the seal was broken, it was considered high

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treason. It had a hard thick cover (cardboard), either gray or black, about 20 x 40 cm.

The document carried information about the ship as follows: On the first page, the name of the ship, ownership, flag under which it sailed, name of its Captain, and characteristics of the ship extracted from the Nationality Paper. It also contained the number of members in the crew.

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2.

When in a Rumanian port, everyone aboard a Rumanian merchant ship, from the Captain down, on going ashore surrendered his Seaman's Book (Livretul de Marinar) to the Frontier Post Authority against a green pass (Pasul de la Punctul de Frontiera), which he exchanged for the Seaman's book again upon return on board ship. The green pass (See enclosure G) was the most important identity paper for seamen. It was even more important than the citizens' Identification Card (Buletinul de Identitate). Difference of rank was not indicated under the item "functia" (Function). For all ranks the word "marinar" (Seaman) was used. With this green pass a Seaman's Identification Card (Legitimatie de Marinar) was also carried, which had a photograph of the bearer attached to it. These two documents were sufficient for all purposes of identification for active seamen ashore.

3.

Identification:

A Rumanian merchant vessel identified herself upon arrival in port. Arrival of a ship was telegraphed in advance to the port by the ship's home agency in Constanta. In case of a storm or other delay at sea, the ship's master, who was the only person authorized to send messages, informed the agent by radio of the length of delay and expected time of arrival in port.

The ship identified herself by raising four flags when arriving in port. Each of the flags represented a letter and signified a word. For instance the M/S SULINA had the letters "Y", "Q", "S", and "I" assigned to it. "Y" stood for Rumania; "Q" stood for the kind of Vessel, that is coastal vessel or ocean-going vessel; "S" stood for the company to which the ship belonged, SOVROMTRANSPORT; and "I" stood for the ship's name--SULINA.

Messages, when necessary, were sent by wireless in the clear, but code letter combinations were used: for example, for the company "MD"; for the master of the ship "MC"; for the General Director of SOVROMTRANSPORT "G", and for the Special and Technical Directorates "L". A message read: "MC of YQSI", watch motor Sulzer, signed "L". This meant that the activities of a man aboard ship had to be watched. The message was signed "L", which stood both for the Political Directorate and the Technical Directorate. An uninitiated person might take the message as referring to a motor, but the Captain knew that it referred to one member of the crew. There were instructions which forbade discussion of money matters over the ship's radio, as well as political matters, dissatisfaction among the crew, or the Captain's dissatisfaction with anything. Punishment for breaking these regulations was five years'

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imprisonment. All such matters had to be settled in Constanta when the ship returned. If the ship needed money before returning to Constanta, it sent a message asking for the "usual amount" to be released by the agent abroad. Radio communication between Rumanian ships had to go through Constanta. Direct communication was prohibited.

Only when a merchant ship arrived in port was it boarded by a Control Commission (Comisia de Control). This Commission was composed of a SOVROMTRANSPO^{RT} agency representative, a customs representative, a representative of the frontier point (Punctul de frontiera), a representative of the Harbor Master (Capitania de Port) and a medical officer. Each of these officials had his particular function. The agency representative asked for cargo documents, manifesto; the customs representative checked dutiable goods; the frontier post representative asked for the seamen's identification cards, the Harbor Master's representative asked for ship's documents and crew's documents, and the medical officer checked health conditions. Under no other conditions could any authority board the ship without the express permission of the Captain.

The Political officer (Secretarul Politic) on board ship was a member of the crew.

He represented the interests of the CP, watching the crew members and their political attitude according to instructions he received from the CP. He gave directives to CP members at meetings, open and closed, which were held once a month and which lasted not more than one hour. At open meetings the entire crew was present. At the closed CP meetings only Party members were present. For all meetings aboard ship the Captain's permission had to be obtained. The Secretary submitted to the Captain agenda of the meeting and the Captain had the authority to change the agenda by eliminating certain topics. The meetings could be held only after 1700 hours and if they did not seriously interfere with the routine work aboard ship. In addition to CP meetings Seamen's Union meetings were also held under same conditions.

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- (1) A man joining the merchant marine had to serve two years on the sea as deck assistant (asistent de punte) in order to become an able-bodied seaman. After two years at sea he took a practical examination at the Naval School in Constanta, upon completion of which he became an able-bodied seaman and got his seaman's card. (carte de marinar).

Another two years at sea, followed by a practical examination in the Naval school at Constanta, promoted an able-bodied seaman to the rank of Helmsman (timonier), and he received a helmsman's booklet (Brevet de Timonier).

Another two years at sea and a practical examination in the above school brought a man the title of Boatswain (Sef de Echipaj) and a boatswain's booklet (Brevet Sef de Echipaj).

Another two years at sea followed by a practical and theoretical examination promoted the man to the title of Officer Second Class, with a booklet of Officer Second Class (Brevet Ofiter Clasa Doua).

After two more years at sea and a successful theoretical and practical examination in the Naval School of Constanta, the man became a First Class Officer and received a First Class Officer's booklet (Brevet de Ofiter Clasa Intaia).

Another two years at sea, followed by a successful examination, promoted a man to the title of Coastal Navigation Captain and he received the booklet of Captain of Coastal Navigation (Brevet de Capitan de Cabotaj) or Master.

After two more years at sea and a successful examination, the man became Extra-Master and received the booklet of Extra-Master (Brevet de Capitan pe Cursa Lunga).

A young man, in order to become an Extra-Master in the merchant marine, thus had to spend 14 years at sea and take seven examinations, four of which were only practical, and three, for officer's rank, which were both practical and theoretical.

- (2) A young man who finished the two-year course at the Naval School entered the merchant marine as an officer of the Second Class. He had to spend eight years at sea and pass the required examinations for all grades in order to become an Extra-Master.
- (3) A man, in order to qualify for the title of Radio Operator (Radio Telegrafist), if he had attended Naval School, had to spend six years at sea and take an examination every two years. A man who had not attended the Naval School had to become an able-bodied seaman, then two years as radio assistant and, after a successful examination in the Naval School, both theoretical and practical, he obtained the booklet of Radio Assistant (Brevet Radio Asistent). After two more years he became a Radio Telegraphist Second Class and got a booklet for that title (Brevet de Radio Telegrafist Clasa Doua). Two years more entitled him to the title Radio Telegraphist First Class (Radio Telegrafist Clasa Intaia). Another two years and a successful examination brought him the title of Chief Radio Telegraphist (Sef Radio Telegrafist).
- (4) All examinations for candidates for diplomas for deck, radio, and engine service, were given in the spring or fall of each year in the Naval School in Constanta, before an examination commission, (Comisia de Examinare pentru Brevete). The commission was composed of a chairman, who was a Navy Admiral; a secretary who was a Navy Commander; the Harbor Master of Constanta, an Extra-Master; a professor of mathematics in the Naval School; a professor of foreign languages (each officer had to learn at least two foreign languages - one of the languages for radio operators being English); an engine specialist, a Navy Commander; a radio officer, and a physician. The examination was divided as follows: First came the physical examination by the doctor. This was followed by three written examinations, one each day, and three oral examinations, again one each day. One examination covered general navigation, the second mathematics and the third, sea commerce. The three-day oral examination covered general

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history, international and national marine law, mathematics, astronomy, loading and unloading, commerce, construction, navigation, ship maneuvering and mechanics, engine, loading, weights, etc.

A radio operator had to take in addition a three-day examination which covered mathematics, and a general and a specialized examination on radio communications as well as an examination on the English language. On the first day the radio operator took an examination in Morse code sending and receiving; on the second day on repair of radio apparatus; on the third day, dismantlement and assembling of radio apparatus, showing how it works.

Every ship's officer, with the exception of those who finished the Naval School, had to serve as a common seaman. Naval School training was considered sufficient to cover two years' training at sea. Students at the Naval School came out as Second Lieutenants in the Navy (Sublocotenent de Marina).

Differences in sleeping accommodations.

Officers had private rooms. The Captain had, in addition to a room, a private bath and a small salon. The crew had two beds in each cabin and one shower for each two cabins. The space allotted for sleeping quarters for the crew was below the standard set up by international law, namely, eight cubic meters per person or 16 cu. m. for each cabin holding two persons, because the shower room occupied six cubic meters of space. Thus, each cabin occupied 10 cu.m., which space was too small.

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The officers on board ship observed the regulations of Article 8 of Regulamentul Serviciului la Bord, which stated that the officers must maintain friendly relations with the crew without losing the necessary distance

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A Rumanian Captain had to aid any ship, foreign or domestic, in distress. The penalty for not coming to the aid of a ship in need was 20 years' imprisonment under the law for social crimes (Legea Crimilor Sociale) of 1888. Tribunalul Maritim in Constanta decided on legal matters concerning the crew, and the same court in Galati had jurisdiction over all Danube shipping. The highest court was Curtea Suprema Maritima in Bucharest. From this court appeal could be made to the International court at The Hague, The Netherlands.

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The Captain could take rescued foreign survivors to the port of their choosing. He could not take them to a Rumanian, Satellite, or Soviet port if they did not care to go there, that is, if the rescue occurred outside of the territorial waters of these lands. The Captain had to give the rescued persons a bed, clothing, and double ration of food. When arranging for their transportation to their chosen destination, the Captain had to buy second-class tickets for the officers. A rescued person, after he had been placed in a cabin all alone and asked to write in six copies a statement of his own free will concerning his wishes and destination. Thereupon the Captain, in front of the ship's officers, asked him three times if that was his own decision and, upon receiving an affirmative answer, the copies were distributed. The original was kept on board ship, some copies were sent to SOVROMTRANSPORT, some given to the port authorities of the country, and one copy was called Protocolul de Ajutor si Asistenta Mutuala pe Mare pentru cei Sinistrati (Protocol of Mutual Aid and Assistance for the Distressed on the Sea).

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